
Media Release

CONTACT:

Art Bauer

Senate Transportation Committee, 916/769-0790 (cell)

Don Rhodes

SCAG, 213/236-1840

Jeff Lustgarten

Cerrell Associates, 323/466-3445



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**SENATE TRANSPORTATION & HOUSING COMMITTEE HEARS REGIONAL,
LOCAL PERSPECTIVES ON IMPACTS OF TRANSPORTATION BOND**

LOS ANGELES - State, regional and local elected officials and transportation experts highlighted the tremendous need for new transportation investments that would be funded with the passage of Proposition 1B, the \$19.9 billion transportation infrastructure bond measure on the November ballot. State Senate Transportation and Housing Committee Chairman Alan Lowenthal (D-Long Beach) held a hearing today to consider the implications of the Prop 1B transportation bond for Southern California.

"The bond measure is a recognition that the state's infrastructure has been underfunded to say the least. The bond package represents a down payment on the state's infrastructure needs," said Senator Lowenthal in his opening remarks.

"We are all aware of the enormous mobility challenges we face - now and in the future. But with Southern California growing at a faster pace than the rest of the state and the nation, our congestion will only worsen if we don't start making these critical transportation investments immediately," said Yvonne B. Burke, Los Angeles County Supervisor and President of the Southern California Association of Governments (SCAG).

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In providing an overview of the bond measure, Caltrans Director Will Kempton cited the tremendous growth seen in terms of both highway usage and traffic congestion. Since the 1960's, the total number of registered vehicles in the state has increased from nine million in 1960 to more than 30 million in 2005. The number of vehicle miles traveled has increased from 33.3 billion in 1960 to 183.7 billion in 2005. By the year 2016, vehicle hours of delay is projected to increase from 550,000 to more than 750,000 hours each day.

Several speakers noted the importance of conditioning and prioritizing the issuance of bond funding to projects that will achieve air quality and other environmental improvements as well as congestion relief. Emphasis was also given to the fact that the Ports of Los Angeles and Long Beach serve as a critical economic asset to the region and the country, but that their projected growth cannot be sustained without significant infrastructure investment and related environmental improvements. Senator Lowenthal discussed the importance of identifying additional public and private sources of sustainable revenue that can be used to augment the bond funding to meet a multitude of transportation and air quality improvement efforts.

Long Beach Mayor Bob Foster referenced improvements to the Gerald Desmond Bridge, State Route 47 and Terminal Island Freeway as three specific priorities for the city and stressed the importance of minimizing the health and community impacts of port activity on area residents. Los Angeles City Councilmember and Transportation Committee Chair Wendy Greuel noted that Los Angeles' congestion rate is 65% higher than the national average and cited the critical importance of funding for mass transit services included in the measure. Buena Park Councilmember and Orange County Transportation Authority Chair Art Brown referenced Measure M on the Orange County ballot to extend the county sales tax for transportation and highlighted the importance of local

revenues sources as part of short- and long-term efforts to
address transportation improvements.

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